proposal will, in effect, permit a person who receives the required training and performs the practical test in a gas balloon to be limited to operating a gas balloon. Accordingly, that person's certificate would contain a limitation, ''Limited to gas balloons.'' Vice versa, a person who receives the required training and performs the practical test in a balloon with an airborne heater would be limited to operating a balloon with an airborne heater. Accordingly, that person's certificate would contain a limitation, "Limited to a balloon with an airborne heater.'

2. Flight time means:

a. Pilot time that commences when an aircraft moves under its own power for the purpose of flight and ends when the aircraft comes to rest after landing; or

b. For a nonpowered glider, that time when the glider commences being towed for the purpose of flight and ends when the glider comes to rest after

The term is being rewritten to apply to nonpowered aircraft as well as powered aircraft. For powered aircraft, flight time would mean pilot time commencing when an aircraft moves under its own power for the purpose of flight and ending when the aircraft comes to rest after landing. For a nonpowered glider, the term would refer to the time when the glider commences being towed for the purpose of flight until the glider comes to rest after landing.

3. Pilot in command means:

a. A person who has final authority and responsibility for the operation and safety of the flight;

b. A person who holds the appropriate category, class, and type

rating, if appropriate;

c. A person who has been designated as pilot in command before or during the flight; and

d. Involves a flight that occurs in actual flight conditions in an aircraft.

This proposal would clarify the definition to allow only one person at a time to log PIC time.

E. Section by Section Discussion of Part 61—Certification: Pilots, Flight Instructors, and Ground Instructors

The FAA proposes to change the title of part 61 to "Certification: Pilots, Flight Instructors, and Ground Instructors. The reason for this change is the proposed elimination of part 143 and the relocation of the certification of ground instructors into part 61.

Subpart A—General

Section 61.1 Applicability

Proposed § 61.1 would be revised by adding the term "authorization."

Proposed §61.1 would be revised by deleting the reference to § 61.71 and inserting a reference to "training courses specifically approved by the Administrator under other parts of this chapter." This would include training programs under SFAR 58, proposed training centers, and part 141 pilot schools.

Section 61.1a Clarification of Terms

Proposed § 61.1a would be established to clarify terms used throughout part 61. The clarified terms are: Aeronautical experience; airman certificate; authorized ground instructor; authorized flight instructor; crosscountry time; examiner; flight training; ground training; instrument approach; instrument training; knowledge test; pilot time; training time; supervised PIC time; and practical test.

Section 61.2 Certification of Foreign Pilots, Flight Instructors, and Ground Instructors

Proposed § 61.2 would include a provision for ground instructor certificates under part 61. In addition, the significant revisions in proposed § 61.2 would permit a person who is not a citizen of the United States or a resident alien of the United States to: (1) Complete a knowledge or practical test outside the United States; (2) Be issued an additional category, class, instrument, or type rating, as applicable on a U.S. pilot certificate; and (3) Be issued an additional, renewal, or reinstatement of a category, class, or instrument rating for a U.S. flight instructor or ground instructor certificate.

This proposal is a result of FlightSafety International's (FSI) petition for exemption from § 61.2. FSI's petition requested relief from §61.2 to be allowed to issue type ratings to foreign nationals who hold U.S. pilot certificates at its training facility located in Velizy, Villacoublay, France. On February 22, 1989, the FAA granted FSI's petition permitting additional ratings to be added to foreign nationals' U.S. pilot certificates while located outside the United States. The current provisions of §61.2 limit FSI and other U.S. training and airplane manufacturing companies from expanding their business into the international aviation market.

Section 61.3 Requirement for Certificates, Ratings, and Authorizations.

The significant proposed changes in § 61.3 are as follows:

(1) Includes the certification of ground instructor certificates and ratings in part 61;

(2) Establishes an instrument rating for airships:

(3) Establishes a flight instructor certificate for the lighter-than-air category;

(4) Replaces the phrase "personal possession" with "physical possession, or readily accessible in the aircraft;"

(5) Clarifies the "age 60 limitation" that is applicable to persons who serve as pilot crewmembers for a foreign air carrier when that carrier is operating a U.S.-registered civil aircraft with more than 30 passenger seats, excluding any required crewmember seat, and/or a 7500 pound payload capacity for compensation or hire in scheduled international air services or nonscheduled international air transport operations;

(6) Clarifies that a person who acts as a PIC or as a required flight crewmember of a civil aircraft of U.S. registry would be required to hold either an airman certificate or a special purpose flight authorization;

(7) Addresses the pilot certificate requirements for operating aircraft of foreign registry within the United

States

(8) Clarifies the requirements for a person to have their medical certificate in their physical possession or readily accessible in the aircraft. Furthermore, this proposal would specifically identify when it is permitted for a person not to have their medical certificate in their physical possession or readily accessible in the aircraft;

(9) Parallels the provisions of § 61.41 for allowing training received from a flight instructor who is not certificated

by the FAA;

(10) Provides that a flight instructor certificate is not necessary, if the:

a. Training is in accordance with a part 121 or part 135 air carrier approved training program;

b. Training is given by the holder of an ATP certificate under § 61.169 of this part; and

- c. Person receiving the training and the person giving the training are employees of that air carrier. This proposal would provide that a flight instructor certificate is not necessary, if the training was conducted in accordance with the provisions of § 61.41.
- (11) Replaces the references to each instrument rating needed for each class of aircraft category with the phrase "appropriate aircraft category, class, type rating, if required, and instrument rating." Because of the proposed instrument rating for an airship, the existing requirement for a pilot to hold a commercial certificate with a lighterthan-air category and airship class rating